

Caltrans Active Transportation Plans

The California Department of Transportation (Caltrans) is developing Active Transportation Plans for each of its 12 districts, an action identified in the State Bicycle and Pedestrian Plan, [Toward an Active California](#) (2017). District 4 recently completed its district-level Bike Plan and has initiated development of the District 4 Pedestrian Plan.

District 4 Bike Plan Completed!



The first [District 4 Bike Plan](#), completed in Spring 2018, identifies and prioritizes bicycle improvements along and across State highways in the Bay Area. The plan helps inform Caltrans and local agency projects. The project list is a “living document” to be updated as needed.

District 4 Pedestrian Plan

The District 4 Pedestrian Plan was initiated in late 2018 and will be developed through 2019. Like the Bike Plan, the Pedestrian Plan will identify pedestrian needs and priority segments on State highways in the Bay Area. The plan will be informed by stakeholder and public engagement.

Caltrans District 4

Complete Streets Highlights for 2018



The following are highlights of accomplishments and best practices for [complete streets](#) on State highways in Caltrans District 4, which covers the nine-county San Francisco Bay Area.

A “pop-up” protected bikeway on El Camino Real

The cities of Palo Alto and Redwood City are working with the [Grand Boulevard Initiative](#) to develop conceptual designs with funding from a Caltrans planning grant to improve walking and biking on El Camino Real, State Route (SR) 82. In October, the first “pop-up” protected bikeway on a State highway in District 4 was set up in Redwood City to solicit input and let riders experience what a protected bikeway might look and feel like along the corridor.

Pedestrian Crosswalk Enhancements

Several pedestrian crosswalk enhancement projects were completed or are in development that feature pedestrian hybrid beacons (PHB), rectangular rapid flashing beacons (RRFB), high-visibility crosswalks, pedestrian countdown signals, and accessible curb ramps. PHBs, which are a [proven safety countermeasure](#) and do not require meeting signal warrants, were installed on Sonoma Boulevard (SR 29) in Vallejo, Sloat Boulevard (SR 35) in San Francisco, and El Camino Real (SR 82) in San Mateo. District 4 has [information](#) on how PHBs operate and where they can be found in the District. More pedestrian crosswalk enhancement projects are slated for construction in 2019 and later throughout the region.



*A **complete street** is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including pedestrians, bicyclists, and transit vehicles.*

Best Practice

Green Bikeway Markings



Green bikeway markings through conflict zones are a low-cost measure to improve visibility at intersections and freeway ramp crossings. Some locations that received or are slated to include green bikeway markings at ramp crossings in District 4 include:

- I-880/Fremont Blvd and Auto Mall Pkwy, Fremont
- SR 4/Balfour Rd, Brentwood
- SR 4/Slatten Ranch Rd, Antioch
- US 101/Tiburon Blvd, Mill Valley
- SR 92/El Camino Real, San Mateo
- I-280/Sand Hill Rd near Menlo Park
- SR 237/Maude Ave, Mountain View
- I-280/Page Mill Rd, Los Altos Hills
- I-280/Bird Ave, SR 85/Blossom Hill Rd, I-680/McKee Rd, SR 85/Samaritan Dr, I-280/Saratoga Ave, US 101/Story Rd in San Jose
- US 101/Cochrane Rd, Morgan Hill



Example of green bikeway markings installed in 2014 on Old Redwood Highway and US 101 in Windsor

Complete Streets Project Highlights

Bus Rapid Transit (BRT)

Two transformative projects to improve transit by adding center-running dedicated bus lanes are in construction. The [East Bay Bus Rapid Transit Project](#) (right) on State Route 185 in Oakland and San Leandro is scheduled for completion in late 2019 while the [Van Ness Improvement Project](#) on US 101 in San Francisco (see bottom-left of page 3) is expected to be completed in 2021.



Photo: AC Transit



Closing the Gap on Central Avenue

As part of an operational improvement project with the Contra Costa Transportation Authority and City of Richmond, a [protected intersection](#) was installed at Central Avenue and Rydin Road/I-580 ramp (left) using low-cost treatments to help cyclists navigate the newly installed signal while also closing a small gap in the [San Francisco Bay Trail](#).

Central Avenue Interstate 80 in Richmond

Caltrans District 4 submitted its first application for the [Active Transportation Program](#) (ATP) for the [Central Avenue I-80 Undercrossing Pedestrian and Bicycle Improvements Project](#) (right). While the project scored well, it was not recommended for funding in the competitive 2019 ATP cycle.



San Pablo Avenue Cycle Track in Albany

Caltrans worked closely with the City of Albany and University Village to develop the first two-way, raised cycle track along a State highway in District 4. The project, which features bicycle signals at Monroe Street and a PHB crossing at Dartmouth Street, was completed in early 2018.

Bay Bridge Path

In May, Caltrans tested 24-hour access on the [Bay Bridge Bicycle and Pedestrian Path](#) on the East Span to see how it could operate in the future. Meanwhile, the Metropolitan Transportation Commission is [advancing plans](#) to extend the path onto the West Span of the Bay Bridge.

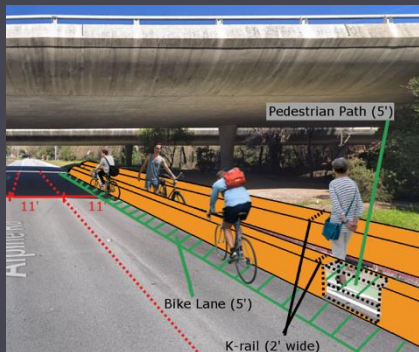


Best Practice

Temporary Traffic Control

During construction or utility work, measures are needed to accommodate people walking and biking that replicate existing conditions to the extent possible. Best practices that have been incorporated into capital projects and encroachment permits include:

- Temporary striped or protected width for bicyclists during shoulder or bike lane closure



Concept for a temporary bike lane and barrier-separated trail on Alpine Road for the I-280 seismic retrofit project

- Temporary pedestrian access route directly around a work area that avoids or minimizes out-of-direction travel
- Maintaining access to transit



Temporary bus stop extension for Van Ness Avenue BRT construction

Complete Streets Project Highlights

Bike Lanes in Sebastopol

Along a pair of one-way streets on State Route 116, Caltrans worked with the City of Sebastopol to reconfigure the roadway with a partial "road diet" and [new bike lanes](#) with green conflict zone markings and striped buffer, as part of a highway maintenance repaving project.



Photos: City of Sebastopol



Tam Junction in Marin County

Caltrans and the Transportation Authority of Marin (TAM) are partnering on [pedestrian and bicycle improvements](#) along Shoreline Highway (Highway 1) through Tam Junction. TAM recently completed bike lanes and curb ramp improvements at Shoreline Highway and Almonte Boulevard while Caltrans develops plans for additional curb ramps with new and widened sidewalks, slated for construction next year.

Bicycle Improvements on Highway 1 in Marin County

As part of a centerline "[mumble strips](#)" project, Caltrans worked with stakeholders to incorporate [improvements](#) along Highway 1, including spot shoulder widening, improved pedestrian access in Stinson Beach, and signs reminding motorists to give bicyclists three feet minimum when passing.



Photo: Marin County Bicycle Coalition

SR 92-82 Interchange in San Mateo

The recently completed [SR 92-82 Interchange Project](#) features complete streets improvements along El Camino Real (SR 82) in San Mateo, including squared-up ramp intersections, bike lanes with green markings through intersections, high-visibility crosswalks, pedestrian-scale lighting, and pedestrian-actuated NO RIGHT TURN blank-out signs (left).



Caltrans District 4 Pedestrian Advisory Committee (PAC) & Bicycle Advisory Committee (BAC)

The [District 4 PAC and BAC](#), made up of local agency staff and advocacy representatives, meet quarterly to advise the District on projects and activities to meet the needs of pedestrians and bicyclists, respectively. The PAC and BAC meet jointly every other quarter.

In 2018, the PAC and BAC discussed and advised Caltrans on pedestrian and bicycle mode separation on multi-use paths, Caltrans guidance in the Highway Design Manual, and new mobility devices such as electric scooters.

The committees have previously provided input on topics including directional curb ramps, intersection and interchange crossings, and design guidance for roundabouts.



Simulation of the pedestrian/bicycle overcrossing option for the [I-80/Gilman Interchange Project](#), sponsored by the Alameda County Transportation Commission - The PAC recommended a wider path to accommodate multiple modes, which has since been incorporated into the project, currently in development.

Projects in Development

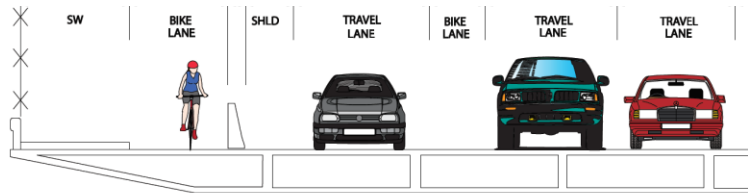


Richmond-San Rafael Bridge Path

Caltrans is working with the Bay Area Toll Authority (BATA) to add a [bicycle/pedestrian path](#) with a moveable barrier on the upper deck (left) as part of a pilot project. The project includes path connections in Richmond and San Rafael and signage to clarify that electric bicycles are permitted to use the path. The project is currently in construction and expected to be completed in 2019.

US 101/Willow Road in Menlo Park

The [US 101/Willow Road Interchange Project](#), which is currently under construction, will feature both Class II (striped) and Class IV (barrier-separated) bikeways on the new Willow Road overcrossing (see cross section below), in addition to squared-up ramp intersections and green bikeway markings. The project is scheduled for completion in 2019.



First Street (SR 152) in Gilroy

The City of Gilroy developed recommendations for [pedestrian and bicycle improvements](#) along 1st Street to improve connections to schools, neighborhoods, Caltrain, and future high-speed rail. Caltrans is incorporating the City's concept, which includes buffered bike lanes, green conflict zone markings, and enhanced crosswalks as part of a Caltrans pavement project, which is scheduled to begin construction in 2019.



Central Avenue (SR 61) in Alameda

The City of Alameda was awarded Active Transportation Program funds to implement the [Central Avenue Complete Street](#) project, which was developed with Caltrans planning grant funds. The project includes a "road diet" with dedicated bikeways and crossing improvements. The City is continuing public outreach to refine the design of Central Avenue and Webster Street, with options for shared lane markings, bike lanes, or a two-way bikeway (left).

More on the way!

Caltrans continues to work with local partners to plan and develop projects that [remove barriers](#) to walking and biking, [improve safety](#), and incorporate innovative features like [protected intersections](#) and separated facilities.



Caltrans